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FDD Abstract [REDACTED]

Hungary

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ELECTRIC LOCOMOTIVE PRODUCTION IN HUNGARY (3 PP; [REDACTED])

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The document is a photostat copy of a 2-1/2-page undated report, which contains information on the following subject:

On the Budapest-Hegyeshalom section of the Hungarian State Railroads 35 electric locomotives of 3,500 horsepower each are in service. Each locomotive has two electric installations, namely: (1) one Kando transformer which transforms the transmission line voltage into 1,000-volt poly-phase current, and (2) one polyphase induction motor which transmits the power to the wheels by means of driving rods.

In 1940, the Hungarian State Railroads placed an order with the Ganz Electric Works for two new-type Kando locomotives. These 4,000 horsepower locomotives were completed in 1944 and were severely damaged during the war. The document contains a brief description of these two locomotives with the remark that the technical features were described in detail in a previous paper submitted by the authors of the present document. Experience gained in the operation of these two locomotives served to design an improved type, which will be manufactured after the electrification of the Budapest-Hatvan section of the railroad.

The electrical installation of the latest design will be similar to that of the two locomotives mentioned in the foregoing, except that their motors will have only 3,200 instead of 4,000 horsepower. The new locomotive will be shorter and power will be transmitted to five axles. The maximum speed will be 125 kilometers per hour and the total weight 85 tons. A specific advantage of all Kando locomotives is that braking, even on an incline, is automatic.

In reply to the question asked regarding the Budapest-Hegyeshalom section, the following information is given:

This section is approximately 200 kilometers long and has double track. Electric power is furnished by the Banhida works by means of a 110,000-volt, 80-period, 3-phase network fed by four transformers. Each transformer serves 50 kilometers of railroad line. The transformers reduce the 110,000-volt current to 16,000 volts. The railroad transmission line is fed with 16,000-volt, single-phase, alternating current and consists of copper wire with a cross section of 70 square millimeters.

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17 September 1951